

IN THE CLAIMS:

- Please amend the claims as follows:
1. (Currently Amended) A device for modifying the layout of a vehicle racing course in a wide track section of a track, said track section being arranged substantially within a track plane, said device comprising an arrangement consisting of individual curb elements located in the region of this track section of the racing course,

wherein the curb elements can be displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the racing course in this track section, and

wherein the curb elements are double T-elements having a double T-section in the cross section, and

wherein the curb elements comprise an upper side which is provided with a track topping, and

wherein the curb elements are mounted to be displaceable within the track plane from their initial configuration into a new configuration in the track section.
  2. (Previously Presented) The device according to claim 1, wherein an adjusting device is provided for displacing the curb elements, said adjusting device comprising a mechanical, an electrical or a pressure means actuated drive.

3. (Previously Presented) The device according to claim 1, wherein each curb element is provided with an adjusting device, preferably comprising a device for securing the new configuration and a mechanical, an electrical or a pressure means actuated drive.

4-6. (Canceled)

7. (Currently Amended) A device for modifying the layout of a vehicle racing course in a wide track section of a track comprising an upper side, said device comprising an arrangement consisting of individual curb elements located in the region of this track section of the racing course,

wherein the curb elements can be displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the racing course,

wherein individually liftable curb elements that are vertically liftable are provided in the region of the track section which are, the liftable curb elements being aligned flush with the upper side of the track section in their initial configuration, and further curb elements are provided that are tiltable in order to form a transition between lifted and non-lifted curb elements.

8. (Previously Presented) The device according to claim 7, wherein a preferably central remote control is provided for activating, securing and deactivating the curb elements.

9. (Previously Presented) The device according to claim 7, wherein a preferably central remote control is provided for activating, securing and deactivating the curb elements.
10. (Previously Presented) The device according to claim 8, wherein holding elements are provided which can be activated and deactivated by a remote control.
11. (Previously Presented) The device according to claim 7, wherein curb elements having an upper and a lower portion are provided.
12. (Canceled)
13. (Previously Presented) The device according to claim 7, wherein curb elements are provided, which have a trapezoidal cross-section.
- 14-15. (Canceled)
16. (Previously Presented) The device according to claim 7, wherein an adjusting device is provided for displacing the curb elements, said adjusting device comprising a mechanical, an electrical or a pressure means actuated drive.
17. (Previously Presented) The device according to claim 7, wherein each curb element is provided with an adjusting device, said adjusting device comprising

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a device for securing the new configuration and a mechanical, an electrical or a pressure means actuated drive.

18. (Currently Amended) A method for modifying the layout of a vehicle racing course in a wide track section of a track, wherein individual curb elements located in the region of the track section are displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the racing course in the track section, wherein to reshape the racing course in the track section, several of the curb elements located in the region of the track section are displaced vertically lifted from an initial configuration of the track section in which they are aligned flush with the upper side of the track section into a new configuration, and at least one of the curb elements is tilted in order to form a transition between lifted and non-lifted curb elements.